March 26, 2020

Public Notice for Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects)
2017 Storm Damage, Bell Springs Road, CR 324, M.P. 3.50 Project
ECM PIN CW-855586; WDID 1B190004WNME
Mendocino County

On January 25, 2019, the North Coast Regional Water Quality Control Board (Regional Water Board) received an application from John Cylwik on behalf of Mendocino County, requesting Federal Clean Water Act, section 401, Water Quality Certification (certification) for activities related to the proposed 2017 Storm Damage, Bell Springs Road, CR 324, M.P. 3.50 Project (Project).

Project Location
The Project is located at mile post 3.50 on Bell Springs Road, east of Laytonville, in Mendocino County at latitude 39.861540 and longitude -123.568178.

Project Description
The Project would repair portions of Bell Springs Road damaged during the heavy rains experienced in the winter of 2017. Heavy storms saturated the road surface and embankment resulting in a slip-out that would likely continue to erode. The original repair proposal included the removal of approximately 400 cubic yards of failed embankment material followed by the placement of the 400 cubic yards of half-ton rock slope protection (RSP). The existing 18-inch diameter corrugated metal pipe (CMP) would be removed and replaced with 24-inch CMP of the same length. Approximately 50 tons of class 2 aggregate would be placed on the road to repair damages.

Following a site visit and discussions about potential impacts to downslope aquatic resources and recurring road failure, an alternative repair design was submitted to agency staff for review on April 11, 2019. The revised design plan has been approved by Caltrans. This new design proposal includes the installation of a soldier pile wall and the removal and replacement of the existing culvert. The wall would be located along the outboard edge of the western road approaches and would not impact the watercourse. To provide long-term stability of the road embankment and road surface, a combination of wall spacers and under drains would capture surface and sub-surface flow and transport it beyond the wall and onto the slopes that drain toward the adjacent watercourse. These structures would prevent water from accumulating behind the wall and saturating road base and surrounding earthen material. Spacers or shims would be placed between the wall lagging allowing water to “weep” through voids. Under drains would capture additional water and transport it beyond the wall and fill material. The existing culvert would also be removed and replaced with a culvert sized to accommodate the 100-year flood flow. The culvert length would remain the same. This new design eliminates the need for RSP embankment support, including on the slopes draining to the watercourse, thereby substantially reducing potential impacts to adjacent aquatic features. All heavy equipment would operate from the County road and

eliminate the need to access the bottom of the embankment through the private driveway located downslope of the Project site.

Where appropriate, disturbed areas would be seeded with native seed and covered with weed-free straw.

Construction Timing
Project construction is anticipated to occur between June and October 2020. Any work within jurisdictional waters during the wet season would require approval from the Regional Water Board.

Impacts
The Project would result in approximately 4 linear feet of permanent impacts to stream channel. The Project would result in approximately 10 linear feet of temporary impacts to steam channel. Impacts are primarily a result of culvert replacement activities.

Mitigation for Project Impacts
The Project is considered self-mitigating because an undersized and improperly functioning culvert would be replaced with a culvert sized to accommodate 100-year flood flows. Culvert replacement, coupled with road upgrades and aquatic resource avoidance measures, would reduce erosion and the threat of fine sediment delivery into adjacent watercourses.

Post-Construction Storm Water Treatment
The Project would not replace or increase impervious surface larger than one acre. Post-construction storm water treatment is not required for this Project.

Other Agency Permits
The Applicant has applied to the United States Army Corps of Engineers for Nationwide Permit No. 3 (Non-Reporting) pursuant to section 404 of the Clean Water Act. Additionally, the Applicant has applied for a 1600 Lakebed Streambed Alteration Agreement from the California Department of Fish and Wildlife.

CEQA
As lead California Environmental Quality Act (CEQA) agency, the North Coast Regional Water Quality Control Board (NCRWQCB) has determined that the project qualifies for a Categorical Exemption 15301 Existing Facilities (c) and (d).The NCRWQCB would file a Notice of Exemption with the State Clearinghouse concurrent with issuance of the 401 Water Quality Certification, pursuant to CEQA guidelines.

Public Comments
Regional Water Board staff are proposing to regulate this Project pursuant to Section 401 of the Clean Water Act (33 USC 1341) and/or Porter-Cologne Water Quality Control Act authority. The information contained in this public notice is only a summary of the Applicant's proposed activities. The application for Water Quality Certification in the Regional Water Board's file contains additional details about the proposed Project

including maps and photos. The application and Regional Water Board file are available for public review at the Regional Water Board office, 5550 Skylane Blvd, Suite A, Santa Rosa, California. Appointments are recommended for document review and can be made by calling (707) 576-2220.

If you have any questions, please contact Ryan Bey at Ryan.Bey@waterboards.ca.gov or (707) 576-2679.

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